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PRIMARY ON JUNE 9

CONGRESSIONAL COMMITTEE OF FIRST
DISTRICT SELECT DATE

A Call Meeting to Be Held in Princeton
April 7, 1906

OLLIE M. JAMES WILL BE NAMED

Paducah, Ky., March 15.—A precinct primary has been called by the Democratic executive committee of the first congressional district, to nominate a candidate for congress.

The committee met at 10:30 o'clock this morning in the parlor of the Palmer house. The chairman, Mott Ayers, of Fulton, called the meeting to order and a call of the roll disclosed the following members present: R. L. Smith, Clinton; C. S. Nunn, Crittenden; Peter Seay, Graves; J. B. Trail, Livingston; W. A. Berry, McCracken; Conn Linn, Calloway; Clarence Smith, Lyon. The following proxies were held by Committeeman Nunn, John H. Stevens, Caldwell; W. R. Hazelwood, Carlisle; J. H. Coleman, Calloway and J. Frank Ladd, Trigg.

On motion of Mr. Barry, L. V. Armentrout, editor of the News-Democrat, was chosen secretary, and Mr. Berry, of McCracken, introduced the following resolution, which was unanimously adopted:

"Be it resolved by the Democratic committee of the first congressional district of Kentucky, that a primary election is hereby called to be held in the counties of this district on the 9th day of June, 1906, to select a nominee of the Democratic party, to be voted for at the November election 1906, to represent said district in the Sixtieth congress; said primary election to be held according to law, and

"Be it further resolved, that the executive committee, Mott Ayers, is to ascertain the least possible cost of holding said primary and furnish said information to the candidates who inform him of their desire to enter said race, and said candidates are to defray in pro rata the expenses of holding said primary and are to pay same over to the executive committee, Mott Ayers, on or before the 3rd day of April, 1906; and

"Be it further enacted, that, if by the 3rd day of April, 1906, there is but one candidate who has paid his entrance fee into the primary herein called, and announced his candidacy for said nomination, then, in that event, the executive committee of this district is to declare said primary off, and call the committee of the first congressional district together on April 7, 1906, at Princeton, Ky., to nominate the candidate who is the only one entering the said primary.

"All persons who supported the regular Democratic ticket at the November election, 1904, and all persons who become 21 years of age between said election of 1904 and 1906, shall be entitled to vote in said primary."

On motion of C. S. Nunn, the meeting at Princeton was called for 1 o'clock in the afternoon.

Before adjournment, R. L. Smith moved that, in view of the fact that the chairman of the committee, Mott Ayers, has been mentioned for fire marshal, an office created by the present legislature, the committee endorse his candidacy. Mr. Smith put his motion, and it was adopted unanimously. The committee then adjourned.

There is at present no announced opposition to Ollie James, the congressman, and there is a small probability of any other making the race this time.

The congressional bee is buzzing in a good many top pieces, however, and two years hence the campaign promises to be lively with candidates.

Marriage License

C. J. Lamb and Miss Will Gass.

Mr. and Mrs. Sayre Entertain

On St. Patrick's Day, March 19th, Mr. and Mrs. Horace H. Sayre entertained at a euchre complimentary to Mr. and Mrs. Ramey, of Hackensack, N. J.

Seldom has such an elaborate reception been given in the city as this was.

Green, the color scheme of the day was carried out to perfection, the interior of the beautiful home being lined with pot flowers and evergreens. Attached to the score cards of the gentlemen were tiny pipes of white with green coloring, while the ladies were decorated with four leaf clover design, hand painted.

The first ladies' prize was won by Miss Leaffa Wilborn, being an elegant pair of dressed kid elbow gloves. Miss Mattie Henry won the second ladies' prize, which was a cut glass olive dish, and the consolation prize was won by Mrs. Geo. Roberts, a beautiful four leaf clover pin.

The first gentleman's prize was won by Mr. R. F. Haynes, a bridge whist score set, bound in leather. Second was won by Capt. Haase, and was a silver watch case. The consolation prize being a pipe, was won by Mr. Sam Gugenheim.

The refreshments were the daintiest of the season, and were such that would satisfy the taste of the most pronounced epicure. First course consisted of lobster Newburg, served in cases; chicken salad with cherry mince, pickles, sandwiches and coffee; second course, ice cream with pistachio berries, green fairy stick candy and cake with icing of green. In the ice cream mold was a dainty silk Erin flag of Ireland, which was very unique.

The guests were Judge and Mrs. Gordon, Madisonville; Mr. and Mrs. John L. Grayot, of Smithland, Mr. and Mrs. Geo. Roberts, Mr. and Mrs. Sam Gugenheim, Mr. and Mrs. R. F. Haynes, Mr. and Mrs. W. O. Tucker, Mr. and Mrs. A. J. Bennett, Mr. and Mrs. E. J. Hayward, Mr. and Mrs. E. H. James, Mr. and Mrs. J. W. Wilson, Mesdames J. H. Tonkin, A. H. Cardin, Tom Clifton, Emma Hayward; Misses Lillie Cook, Leaffa Wilborn, Mattie Henry, Ruby James, Kittie and Fanny Gray, Lizzie James, and Messrs. Geo. Madden, Rob Cook, Capt. Haase, W. D. Baird, R. J. Morris, Will McKelroy, and the guests of honor, Mr. and Mrs. Ramey.

NEW ENTERPRISE.

Marion to Have a Troupe Next Season
on the Road.

The production of "Union Depot" at the Opera House last Friday night was a grand success. Home talent was utilized entirely and to not mention each of the actors would be eminently unfair, if any were mentioned, because they were all "stars."

Indeed it is questionable if any play was ever put before the footlights in Marion which was enjoyed as heartily by every one present, and many were heard to say when the curtain went down, "Oh! pshaw, is it over."

"I could watch that till midnight," and similar expressions, and it could be plainly seen by the most casual observer that every one there was delighted. The "play" developed the fact that Marion has talent for the stage and already local capitalists are figuring on putting out a troupe next season. In the near future propositions may be expected by all the "stars" for an engagement next season, to extend from New York to San Francisco, and probably around the world.

Appointed Pension Clerk.

J. C. Bibb, a former Marion boy who has been clerk in the navy yard at Norfolk, Va., has been appointed to a clerkship in the local pension office at Louisville.

AMERICAN RAILROAD

TO SPAN THE AMERICAN CONTINENT
WILL BE CONSTRUCTED

The Capital to Back the Enterprise Has
Been Provided

BY ALEXANDER HUME FORD

If the plains of several millionaires are carried to completion, it will yet be possible for those who dread the perils of the deep to travel by rail to Paris or even to Hongkong. In fact Yankee enterprise promises soon to girdle the earth with iron rails, so that the Patagonian may board a Pullman sleeper in Cape Horn, at the extreme of South America, and journey uninterruptedly for nearly twenty thousand miles to the Cape of Good Hope, at the Southern end of Africa. Everywhere the world over the Yankee promoter is at work bringing every other country nearer his own.

Mr. Andrew Carnegie hopes to live long enough to see the completion of his pet project, the Pan-American Railway, which he is financing. When completed a connected line of railway will exist between Halifax, Nova Scotia, and Valparaiso, Chile. The New York drummer may begin a journey by rail through the Pan-American countries that will save him ten thousand miles before he reaches the furthest town on his route. Encouraged by Mr. Carnegie's optimism, a Denver company has incorporated for fifty million dollars and propose to build an extension to the Pan-American Railway, from Seattle to Behring Straits. The agents of the company are now in Russia seeking permission from the Czar to tunnel the Straits and continue their railway to a junction with the Trans-Siberian railway system; which project, if ever completed will place the railway systems of Europe, Asia and Africa in direct communication with those of America.

The Pan-American Railway has already made considerable progress, in fact half of the distance between New York and Buenos Ayres is now spanned by iron rails, and Mr. Carnegie's engineers report that about five thousand miles will remain to be constructed, at a cost of about two hundred million dollars. When the railway is completed it will be just twice as long as the trans-Siberian system.

James G. Blaine was the father of the Pan-American Railway scheme, but, after our government had spent half a million dollars on surveys and actual work was about to begin, Mr. Blaine died and the project fell into innocuous desuetude under the Cleveland administration. Again, under Roosevelt, however, the Pan-American Railway moves forward. At the Congress of the two Americas, held recently in the City of Mexico, the United States Government was asked to begin the work, the South American delegates promising that their home governments would aid. Mr. Carnegie offered to assume all preliminary expenses, and our President promptly appointed a commissioner to visit the heads of the South American republics and secure their cooperation.

Mr. Cassatt, now President of the President of the Pennsylvania system, which is to form the first link in the New York to Buenos Ayres Railway, was chairman of the first Pan-American Congress in 1890, that decided on the construction of the great railway that would bind together the two Americas.

At present it is possible to travel

nearly four thousand miles by rail from New York to Guatemala, and the point in Peru where the Southern journey may be resumed. American engineers, however, are building rail ways above the clouds in Ecuador, and the Panama project is causing capital to flow toward the isthmus for the construction of railways both north and south from our great inter oceanic ditch. Few there are, however, who expect to see the Pan-American Railway running through trains for at least a decade to come, as the construction or the missing links along the ridge of the Andes will entail unparalleled engineering achievements, and even when the rail way is completed the locomotives will have to haul tank cars over hundreds of miles of desolate waste where no water may be secured to feed the boiler. Not only that, but the air in those high regions is so rarified that passengers whose lungs are not of the toughest may have to stop in half way altitudes for days before they can dare to traverse up to the greater heights.

The run of ten thousand miles from New York City to Buenos Ayres, will occupy some seventeen days, if the trains maintain an average speed of twenty-five miles an hour, which is far better than the present trip, that entails a journey by boat to London or Hamburg to catch the fast European steamer for South American ports. By the time the Pan-American trunk line is completed however, it is more than probable that electricity will be the motive power, and ten days from San Francisco, Chicago or New York to Buenos Ayres may not be too much to hope for.

Mexico, owing to exceptional railway facilities, sends us nearly three fourths of her exports, and draws on us for a proportionate amount of her imports. We buy over a hundred million dollars worth of Central and South American exports annually, and sell them not half as much as they sell us. It is hoped by Mr. Carnegie and his fellow promoters, that when the two hundred thousand miles of railway in the United States are connected with the twenty-one thousand mile system of the southern continent, that our country, instead of Europe will control the trade of South America, and that the two continents may become one in common interests.

If Mr. Carnegie and the Alaska railroad promoters both succeed in their pet projects, America will become the center of the commercial world, with direct railway to every large city on each of the five great continents, and it is more than likely that another decade will witness the completion of the round-the-world railway.

Mining News

The Schofield-Spees Mining Co. are going to install an Ingersoll-Rand steam drill at their mine near Carrsville, this spring, and hope to be able to sink their main shaft at least 100 ft. deeper this summer. They are working a drift under the bluff at the 60-foot level, and the mineral is getting better in quality and also greater in quantity at every blast. They propose to sink the main shaft to the depth of 500 feet, and run a drift every 50 feet. That they will do this there is no doubt as the mining facilities are on the ground and they have the money behind the venture to make it a success. Every department of the business will be increased and improved the coming summer. The mine house will be remodeled and expert miners will be employed.

Geo. W. Stone Elected Councilman.

At last meeting of the city council, Councilman Joseph Bourland tendered his resignation and it was accepted. G. W. Stone was elected to fill the unexpired term. Mr. Stone recently moved here from Kelsey, and will make a fine councilman.

WHAT THEY HAVE DONE

LAWMAKERS PASSED 157 OUT OF 808
BILLS

Appropriated \$558,495, New Capitol
50 Per Cent

MANY BILLS LOST IN A HURRY

Frankfort, Ky., March 19.—Out of the 808 bills introduced into the two branches of the general assembly, for the session which closed last Tuesday, 157 passed safely through the two houses and were sent to the governor for his signature. The members of the house led with 511 bills, nine less than were introduced last session. The senate offered 297 as its quota to the mass of contemplated new laws. Few of the 157 bills that finally passed got through before the last ten days, when the committee of rules took control of both the house and senate. Many of the senate bills were killed in the house, and, in return, the senate killed many of the house bills.

Of the bills that passed the general assembly, house bill No. 1, the revenue measure, was the most important, of course. It was the work of two years on the part of a senate commission appointed to draw a bill brought more committees appointed, and caused more contention than any other measure before the general assembly. It wound up by causing an extra session of the legislature. It is safe to say that not in years will an attempt be made to pass another such bill. The wisdom of including all the revenue law of the State in an omnibus bill is seriously questioned, because it is open to attack from so many points. The great need of a revenue bill has been manifested from the beginning, and as a consequence those charged with the passage of the measure have had troublesome days and sleepless nights. Before the committee of the house felt safe in reporting the bill they practically rewrote the bill, so numerous was the amendments, but they adhered to the general outline of the commission which drew it. The house members, after working over it for about ten days, sent to the senate again, almost a new measure, and what has followed is known to all readers of newspapers.

Following is a schedule of the appropriations:

\$50,000 for two normal schools.
500 traveling expenses state supt. of schools.
\$20,000 kitchen and hospital at Feeble-minded institute.
\$5,000 State Historical Society.
\$1,000 state superintendent public printing.
\$250,000 to complete capitol.
\$2,000 for Lincoln Tablet in Hodgenville.
\$2,400 for state fire marshal.
\$1,195 debt state national bank.
\$1,500 Kentucky Title company.
\$25,000 state geological survey.
\$2,000 to Daniel Boone monument.
\$20,000 state board of education, forestry, and immigration.
\$6,000 railroad commissioners.
\$800 governor's private secretary.
\$68,000 improvements at Frankfort penitentiary.
\$6,800 for Confederate home sewers, reservoirs, etc.
\$5,000 for Kentucky institute for education of the blind.
\$2,500 for new laundry at Eastern Ky., insane asylum.
\$35,000 improvement at Western Ky., insane asylum.
\$1,200 increase in prison commissioners' salary.
\$14,300 for the deaf and dumb asylum.
\$8,700 for board of control.
The total amount of appropriations is \$558,495.

Spring Term of Circuit Court.

The March term of the Crittenden Circuit court convened Monday with Judge J. Fleming Gordon on the bench, and Hon. John L. Grayot, prosecuting.

As the day was very unfavorable only a small crowd was in town. The Judge occupied the forenoon session Monday in delivering his charge to the grand jury and court then adjourned. There are no cases of great importance to come up at this term, but the regular routine is being followed and many cases disposed of.

In the case of commonwealth vs. U. G. Kent. His bond was forfeited and he was fined \$40 and costs.

Same against Lewis Armstrong, fined \$20 and costs.

The charge of grand larceny against Oscar Kirby was reduced to petit larceny and he pleaded guilty and was given 30 days in jail.

The same against Lonzo Belt was dismissed.

Same against R. B. Curry, breach of peace, fined \$10 and costs.

Same against Wm. Plew, fined \$50.

Same against R. P. Trail, fined \$40.

Coming Home.

We clip the following from the following from the Denver (Col.) Daily News:

"John T. Franks, of 1628 Lincoln avenue, whose old home is in Marion, Ky., says he will go back to Kentucky in June. 'I want to see the people whom I have known since childhood,' he said, 'those who have been my friends through evil as well as good, who have honored me with positions of trust, and those whom I know to be my friends not from selfish motives but from motives of brotherly love that warms the hearts of all true Kentuckians. I long to see my old Kentucky home, the old home farm upon which I grew to manhood, the house which my father built in the woods when I was a mere boy, the old cave spring with its sparkling waters, and surrounded by massive sugar trees, from which we made the real maple syrup in the early spring time.'"

KILLED BY A TRAIN AT WHEATCROFT

Charles Perkins Run Over By a Train and Killed.

Wheatcroft, Ky., March 15.—Charles Perkins, a coal miner, of this place was run over near Baker's mines last night by an Illinois Central train and only fragments of his body were found on the scene of the accident. Perkins had been at Clay all day, and was on his return home when he met with his terrible fate. He had been intoxicated during the day, and it is thought that he fell into a cattle guard and was unable to get on his feet again.

Engineer Haffey stated that he did not know the man was on the track until the engine had done its fatal work. Only small fragments of Perkins' remains could be recovered and had to be picked up and carried away in a basket.

Perkins was about fifty-five years of age, and had been a resident of this place only a short time, having moved here from Providence, a few weeks ago. He is survived by a widow and several small children.

Mrs. Lucy Hunter-Holmes-Self Dead.

Mrs. Self, wife of Rev. I. B. Self, died Friday at her home in Long Beach, Cal. Mrs. Self was a daughter of the late Thomas Hunter, of Princeton, Ky., to which place the body will be taken for interment. As Miss Lucy Hunter she was the belle of her home town. Her first husband was the late Henry Holmes, who will be well remembered by many of our citizens, as will be his former wife also.